Background

Bangalore Metropolitan Transport Corporation (BMTC) was operating buses on 2400 routes with an average of 2.7 buses per route. The buses were operated using a complex destination-based bus network resulting in low bus frequencies on individual routes. Hence, BMTC decided to adopt a direction-oriented bus network as it would help service the city better. Accordingly, it conceptualized Bangalore’s ‘BIG Bus Network’- a city wide connective grid of high frequency services on 12 major roads in the city.

Project Objectives

I. To transition to a direction-oriented model for bus services to provide a higher quality public transport for Bengaluru residents with a simplified route structure and reduced waiting times

Key Stakeholders

Bangalore Metropolitan Transport Corporation (BMTC), Bruhat Bengaluru Mahanagara Palike (BBMP)

Approach

The Project Approach involved 4 stages:

• Qualitative Assessment of Existing Services: Service providers conduct a qualitative and comprehensive evaluation of the existing services
• Network Model Evaluation and Alternative Development: In this step, agencies explore the underlying network model of the service
• Data Collection and Modelling: In this step, relevant data was collected to develop an in-depth analysis of existing services

Project Highlights

• Route and service rationalization refers to a large-scale periodic review of the entire bus network to meet the changing public transport needs in a changing city.
• Route and service rationalization at the network level ensure that services are of high quality and meet the changing needs of a growing city.
• Route and service rationalization was implemented in Bengaluru by Bangalore Metropolitan Transport Corporation on 4 major corridors (arterial roads) in the city – Hosur Road, Kanakpura Road, Old Madras Road and Ola Airport Road.
Financial Structure of the initiative

- The Project primarily required redistribution of existing bus fleet
- Project was funded by BMTC

Benefits

- Big Trunk routes, providing high-frequency services on Bangalore’s 4 major arterial roads;
- Big Circle routes, providing high-frequency services along Bangalore's circular Outer Ring Road (ORR);
- Big City routes, providing high-frequency services along high-density and high-demand corridors in the city center; and
- Big Connect routes, providing high-frequency services between arterial roads beyond the ORR

Co-Benefits

- Improved public transport usage through provision of improved Services
- Improved Bus network Efficiency.

Achievements

Success Factors

A combined 42 buses, namely the BigTrunk buses and the Samparka Sarige feeders, were launched on Kanakpura Road and a combined 51 buses on Old Madras Road. This brings the total BIG Bus Network to three corridors, of the 12 planned, and a total of 185 buses as part of this network.

Limitations

- Fare structure and transfer penalties deterred acceptance of the system
- Lack of interagency co-ordination to create comfortable waiting infrastructure at bus interchange points

Future Prospects

Feeder routes will also be introduced to link villages and suburban destinations to their nearest arterial roads.

Source: As received from WRI
For more Information
https://wricitieshub.org/infographics/big-bus-network-bmtc-bangalore
https://wriroscities.org/media/photo-essay/big-bus-network-bangalore-india
https://wriroscities.org/our-work/project-city/bangalores-big-bus-network